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CLASSIFICATION

CONFIDENTIALCOUNTRY Soviet Zone of GermanyTOPIC Improvement of FRANKFURT/Oder Marshalling Yard

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DATE OF CONTENT 14 July 1949

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DATE PREPARED 30 September 1949PAGES 1 ENCLOSURES (NO. & TYPE)

REMARKS

This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 16 October 1978 from the Director of Central Intelligence to the Archivist of the United States.

Next Review Date: 2008

Document No. 2

No Change in Class.

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Class. Change to: TS 15 9 15

Auth: HP 73-2

Date: 6/06/98

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"Tracks No 98 and 99 are completed. A connection between them could not be established because the required switches have not been delivered. One switch is being installed, the five remaining switches are expected to arrive soon and will be installed without delay. Although the tracks are heavily used, arrival tracks, much worn-out rails of types 8 and 15 as far as they were available were utilized for the construction of these tracks. Well-preserved rails of type 6 are in short supply in the BERLIN Railroad District. The same seems to be the case in other districts, since such rails could not be made available by the Central Procurement Office ("Zentralbeschaffungsamt") for the construction of the BERLIN-GRUENOW track. For this line section rails of type 8 were also used.

Lighter type rails cannot be utilized for these tracks since it has been observed at various places that they do not stand the strain of heavy locomotives.

For tracks No 65 and 69 the rails of second quality ("zweiter Sorte") for 2.3 kilometers of trackage, and the pertaining nine switches are still missing. One railroad car loaded with rails arrived. The arrival of other rail material is expected in the next few days."

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Comment: Report shows that the construction of further tracks was ordered in connection with the improvement of the FRANKFURT/Oder Marshalling Yard. + Report again confirms the critical shortage of switches and rail material which prevents the completion of major construction projects.

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